

PRICE, \$2.50 PER MONTH

## Business Notices

100-443681-1000



## Notices to Consignees.

NOTICE TO CONSIGNEES.  
THE PENINSULAR & ORIENTAL  
STEAM NAVIGATION COMPANY'S  
STEAMER ADEN.  
FROM ANTWERP, LONDON AND  
STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY'S GODOWNS at Kowloon, where each consignment will be acted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.  
This Vessel brings on Cargo—  
From ITALY, &c. &c. Sully. From MADAGASCAR, &c. &c. Sully.  
Optional Goods will be landed here unless instructions are given to the contrary before 10 a.m. on the 2nd Instant, at 4 p.m., will be subject to rent.  
No Fire Insurance will be effected by me in any case whatever.  
All Damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here after which no Claims will be recognized.  
H. A. RITCHIE,  
Superintendent,  
Hongkong, April 1, 1897.

## To-day's Advertisements.

MOQUE LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP PATHAN.

FROM LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN CO., at Kowloon, whence and/or from the Wharves delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th Inst. will be subject to rent.  
All Claims against the Steamer must be presented to the Underwriter on or before the 12th Instant, or they will not be recognized.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th Instant, at 3 p.m.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by DODWELL, CARLILL & Co., Agents.  
Hongkong, April 6, 1897.

FROM BOMBAY, TUTICORIN AND SINGAPORE.

THE Company's Steamship *Milne* having arrived from above Ports, Consignees of Cargo are hereby informed that their Goods, with the exception of Valuables, are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN CO., at Kowloon, whence and/or from the Wharves delivery may be obtained. All chafed or damaged Goods must be left in the Godowns and a certificate of the damage obtained from the Godown Company, and sent into this Office within seven days after the vessel's arrival, after which no Claims will be recognized, and Goods remaining undelivered will be subject to rent.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by the undersigned.  
NIPPON YUSEN KAISHA.  
Hongkong, April 6, 1897.

'SHELL' LINE OF STEAMERS.

FOR MARSEILLES.

The Co.'s Steamship

Captain MORRIS, will

be despatched as above

on THURSDAY, the 8th Instant.

For Freight, apply to

ARNOLD, KARBURG &amp; Co.,

Agents.  
Hongkong, April 6, 1897.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

The Co.'s Steamship

Haiman,

Captain BATHURST, will

be despatched for the

above Ports on FRIDAY, the 9th Instant,

at 3 p.m.

For Freight or Passage, apply to

DAVID SASSOON, SONS &amp; Co.,

Agents.  
Hongkong, April 6, 1897.

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

The Co.'s Steamship

Dardanus,

Captain GREGORY, will

be despatched as above

on MONDAY, the 12th Instant.

For Freight, apply to

BUTTERFIELD &amp; SWIRE,

Agents.  
Hongkong, April 6, 1897.

'SHELL' LINE OF STEAMERS.

FOR HAVRE, HAMBURG AND LONDON.

(Taking Cargo at through rates to COPEN-

HAGEN, STOCKHOLM, NORRKP.

GEE, GEELE, DANTZIG AND

KONIGSBERG, with transshipment

in HAMBURG.)  
The Co.'s Steamship

Corvire,

Captain PAXSON, will be

despatched as above on

MONDAY, the 12th Instant.

For Freight, apply to

ARNOLD, KARBURG &amp; Co.,

Agents.  
Hongkong, April 6, 1897.

## To-day's Advertisements.

THEATRE ROYAL.

ONLY

6 more PERFORMANCES in Hongkong-6

and continued triumph SUCCESS of

HUDSON'S SURPRISE PARTY

The Donors of MIRTH and MUSIC

THIS (TUESDAY) EVENING,

April 6th,

ATTENTION.

GRAND MILITARY NIGHT

Under the patronage and presence of

Major-General BLACK, C.B.,

Commanding Hongkong.

Lieut.-Colonel FRASER and OFFICERS,

Colonel EDWARDS and OFFICERS,

Colonel GORDON and OFFICERS, West York

Regiment.

Colonel FAIRFAX and OFFICERS,

Hongkong Regiment.

The following BRILLIANT PRO-

GRAMME has been SPECIALLY

ARRANGED.

PART I.

OUR SOCIAL GATHERING.

Miss MAY HARGOOD will preside at the

Pianoforte.

Concertmaster—Mr. T. Hudson, Mr. A.

McKison.

Concertmaster—Miss Lillie Linton.

Ballets—Mr. J. Kearns, Mr. F. Harley.

Introductory Overture—

"From the Gay

Frisquette," Company.

Humorous &amp; Dance

"Bright Lights," The Thornton Sisters.

Song, "A World Be-

tween," Miss Violet Elliott.

Acrobatic Song and

Dance—"The Jewel Meers McKison and

of My Heart," Kearns.

Song—"The Carnival," Miss Lillian Stan-

bridge.

Ludicrous—"The

Dandy Coloured

Coon," Mr. T. Hudson.

Whimsical—"The

Lioness," Miss Ida Roseley.

Song—"I'll tell her

when we meet," Mr. Wallace King.

(Overture and Vocal Quartettes arranged

by Miss MAY HARGOOD.)

The Two Extremes—

Or, Fast and Slow.

By Miss LINTON, Messrs HUDSON and

REED.

Interlude, Piano—Mr. A. BURTON.

The Versatile Character Artists, in their

Original and Humorous Sketch,

"THAT AWFUL GIRL."

The Beautiful Duet "A Night in Venice,"

Miss LILLIAN STANBRIDGE and

Mr. WALLACE KING.

ALTRIO in his Marvellous Equilibrical Per-

formance (new tricks).

Miss IDA ROSELEY in her pleasing Song

and Dance "Birds and Butterflies."

The Evening's Entertainment terminating

with Hudson's Revolving Sketch,

"SLOUGH'S DOG, or LOVE LETTERS,"

Prices \$3, 2, &amp; 1. Box Plan Robinson's.

Smiling begins 9.15 p.m.

THOS. P. HUDSON.

Notice.—Special Train leaves for the Peak

To-night after the performance, and every

Evening during the week.  
Hongkong, April 6, 1897.

THE PUNJOM MINING COMPANY, LIMITED.

NOTICE is hereby given that an EX-

TRAORDINARY General Meet-

ING of the PUNJOM MINING COMPANY,

LIMITED, will be held at the Company's

Office, No. 3, Praya Central, Victoria,

Hongkong, on THURSDAY, the 15th day

of April, 1897, at 11 o'clock in the Fore-

noon, for the purpose of considering and

if thought fit passing a resolution to in-

crease the CAPITAL of the Company by such

sum not exceeding EIGHTY THOUSAND

DOLLARS as the Meeting may determine

by the creation of NEW SHARES of the

Face Value of FOUR DOLLARS each, to

be issued at such times upon such Terms

and conditions and with such preferential

rights and privileges annexed

thereto as such Meeting shall direct, and if

no direction be given as the Directors shall

subsequently determine.

Should a Resolution within the above

Terms be passed by the required Majority

such resolution will be submitted for con-

firmation, as a Special Resolution, to a

Second Extraordinary General Meeting

which will be subsequently convened and

of which Due Notice will be given.

By Order of the Board of Directors,

JAMES B. DUNCAN,

Secretary.  
Hongkong, April 6, 1897.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Co.'s Steamship

Tuer,

Captain WILLIAMS, will

be despatched as above

on THURSDAY, the 15th Instant.

For Freight, apply to

BUTTERFIELD &amp; SWIRE,

Agents.  
Hongkong, April 6, 1897.

SHIPPING.

ARRIVALS.

April 5—

Falkenberg, German steamer, 976, N.

Von Preuden, Java March 22, Sugar,

Mazonne &amp; Co.

April 6—

Tamsui, British steamer, from Canton.

Rosetta, British steamer, 2,039, F. N.

Tillard, Shanghai April 3, Mails and Gen-

eral.—P. &amp; O. S. N. Co.

Canton, British steamer, 1,110, S. Wilde,

Marsden &amp; Co.

Paothen, British steamer, 1,735, J. S.

Day, Liverpool Feb. 4, and Singapore April

1, General.—Doddwell, Oakes &amp; Co.

Wooling, British steamer, 1,109, Jones,

Shanghai April 2, and Swatow 3, General.

—BUTTERFIELD &amp; SWIRE.

## Vessels Advertised as Loading.

Destination.	Vessels.	Agents.	Date of Leaving.
Australian Ports.	Tainang (s).	Butterfield & Swire.	April 16, at 3 p.m.
Australian Ports.	Yamashiro Maru (s).	Nippon Yusen Kaisha.	April 23, at 4 p.m.
Bremen & Ports of Call.	Bayern (s).	Sordouche & Lloy.	April 27, at 9 a.m.
Cebu.	Taiwan (s).	Butterfield & Swire.	April 12.
Havre, H'g & London.	Ancona (s).	P. & O. S. N. Co.	April 9, at noon.
Japan.	Onseng (s).	Jardine, Matheson & Co.	April 7, at 4 p.m.
Kobe and Yokohama.	Mike Maru (s).	Nippon Yusen Kaisha.	April 10, daylight.
London.	Gaudia (s).	P. & O. S. N. Co.	About April 18.
London, v. Ports of Call.	Osaka (s).	P. & O. S. N. Co.	About April 20.
London, v. Buez Canal.	Dardanus (s).	Butterfield & Swire.	April 12.
London, v. Suez Canal.	Tuer (s).	Butterfield & Swire.	April 16.
Manila, via Amoy.	Sungking (s).	Butterfield & Swire.	April 14, at noon.
Marseilles, v. Saigon.	Simons (s).	Arnold, Karberg & Co.	April 14, at noon.
Marseilles.	Epiphane (s).	Shewan, Tomes & Co.	April 8, daylight.
Nagasaki, Kobe & Yama.	Marionethaire (s).	Shewan, Tomes & Co.	April 11.
Nagasaki & Yokohama.	Shimoda (s).	Shewan, Tomes & Co.	April 11.
New York, v. Suez Canal.	Shimoda (s).	Shewan, Tomes & Co.	April 11.
San Francisco, v. Japan.	Belgie (s).	Shewan, Tomes & Co.	April 11.
Shanghai.	Bispingo (s).	Doddwell, Carill & Co.	About April 8.
Shanghai, Kobe & Yama.	Pathan (s).	Doddwell, Carill & Co.	About April 8.
Spore, Colbo & B'way.	Izumi Maru (s).	D. Samsom, Sons & Co.	April 9, at 3 p.m.
Spore, Penang & C'ta.	Lightning (s).	D. Samsom, Sons & Co.	April 9, daylight.
Swatow, Amoy & T'au.	Haiman (s).	Doddwell, Carill & Co.	April 13, at noon.
Tacoma (Wash.), &c.	Olympia (s).	Butterfield & Swire.	April 8.
Vancouver (B.C.).	Express of China (s).	Canadian P. & O. Co.	April 7, at noon.
Wladivostok, v. S'hai.	Sakata Maru (s).	Nippon Yusen Kaisha.	April 13, at 4 p.m.
Yama, Kobe & Nagasaki.	Hohenoller (s).	Norddeutscher Lloyd.	About April 8.

Mike Maru, Japanese str., 2,503, Philip  
Gong, Singapore April 1, General.  
NIPPON YUSEN KAISHA.  
Ceres, German str., 2,662, Th. Forck,  
Hamburg and Singapore March 31, General.  
—SIEMSEN & CO.

## DEPARTURES.

April 6—

Kongkong, for Swatow.

Kiang Tai, for Bangkok.

Zyfra, for Manila.

Victoria, for Amoy.

Haitan, for Swatow.

Doo Maru, for Manila.

Chunwang, for Singapore.

Wadobara, for Kobe.

Triumph, for H'kong.

Phra Nang, for Swatow.

Merionethaire, for Nagasaki.

## PASSENGERS.

ARRIVED.

Per Rosetta, from Shanghai, for Hong-

kong, Messrs. Ming Shan, A. Collins,

S. D. Wamborg, H. P. Davin, R. W.

Wright, J. J. Collins, and A. Levy, Miss

Edwards, Capt. Cooker, and 1 Chinese;

for Singapore, Messrs. J. Otto, H. W.

Row, and Fairweather, Miss Nish, Mr. and

Mrs. Thomson; for London, Mr. J. Dymond

and 2 children, Mr. and Mrs. Phillips, and

Mr. Burdick.

Per Canton, from Manila, Messrs. Cleave,

Murphy, and Ballantyne.

Per Pathan, from Hongkong, &amp;c., Mr.

McConnell, Messrs. M. H. Turner, Binks,

Binks, and 62 Chinese.

Per Wooling, from Shanghai, 28 Chinese.

Per Ceres, from Singapore, 250 Chinese.

## DEPARTED.

Per Oryon, from Hongkong, for Singa-

pore, Mr. A. J. Reed; for Brindisi, Mr. J.

S. Eskel; for London, Mrs. M. G. Goss,

children, Mr. Thos. Clark, Master Gossin,

Mrs. Hartigan, child and baggage, Mrs.

J. Kirkwood, Master Wm. Robinson,

Mrs. J. J. J. and three children, Capt. J.

Young, Col. Sgt. Maj. R. F. D. W. Rutter,

wife and 2 children, Surgeon-Captain Nish,

wife and 2 children, for London, Mrs.

Berley, for Shanghai, Mr. G. Evans and 2

children, Mrs. Wingrove and 3 children.

From Yokohama, for London, Messrs. A.

M. Sutton and J. W. Blundell, from

Kobe, for Singapore, Mr. R. A. Byndes.

Per Hainan, for Amoy, Mrs. Macdonald,

2 children and baggage, for Foochow,

Miss Rowcombe, Miss Mender, Mrs. Xavier

and child, and Mr. Howell.

Per Victoria, for Amoy, 267 Chinese.

Per Doo Maru, for Manila, 1 Chinese.

Per Chunwang, for Singapore, 62 Chinese.

## TO DEPART.

Per Triumph, for H'kong, 150 Chinese.

Per Phra Nang, for Swatow, 60 Chinese.

## SHIPPING REPORTS.

The British steamer Rosetta reports:

Light and moderate N.W. winds and fine.

The British steamer Hainan reports:

Had moderate monsoon, with heavy swell

from N.E., and fine weather.

## EXPORT CARGOES.



At the Magistrate this afternoon, two Chinamen were committed for trial at the Criminal Sessions on a charge of forging a document in a recent civil action with intent to defraud another Chinaman of \$13,888.

A CORRESPONDENT writes to the *Strait Times*:—"Has not the time arrived for altering our currency and accepting the sovereign? India on one side and Japan on the other have desisted us."

The Captain of the cruiser *Yoshino* at Manila having telegraphed to the Japanese Government that the Spanish army had captured Iloilo, the stronghold of the rebels, on the 25th March, the *Yoshino* has been recalled.

Mr. Stripping, the foreign adviser in the Korean Police Department, having proposed to dismiss some 50 men for incompetence, An Whang, the Assistant Chief of Police, went for him with an inkstand. An then resigned.

Mr. Alexander Forsyth, a planter of Aur Ching, Fuzhou, who died suddenly there on the 25th March. After a post-mortem examination, the contents of the stomach were sent to the Government Analyst. A few months ago, a eye was sent to the Government Analyst for examination for attempting to poison the deceased.

MANY of his numerous friends are arranging the presentation to Mr. J. L. Scott of a monument of his noble and unselfish services as Chairman of the Shanghai Municipal Council for a period of nearly four years. The subscription is limited to two dollars, and intending subscribers will find a list at the office of the Chartered Bank of India, etc.—*N.O. Daily News*.

The marriage of Mr. W. K. Bridges, of the firm of Messrs. Macdonald & Co., to Miss E. C. Chambers, of Wansan, Essex, was celebrated on the 24th March at All Saints' Church, Tientsin, by the Rev. Frank L. Norris, M.A. The bride was given away by Mr. Fenton, and was attended by Miss Wansan, a maid of honor, Mr. W. S. Annand acted as best man. The wedding march was very effectively rendered by Mr. A. Newcomb. On leaving the church the bride party repaired to a reception at Mr. Fenton's house, to which Mr. and Mrs. Bridges, a long life of happiness and prosperity.—*P. and T. Times*.

It is reported that the oil output of the Royal Netherlands Petroleum Company in Langkat, last year, reached about two millions of gallons. The profit is estimated at £1,200,000 a year. The total profit is, however, about two and a half millions of guilders. The dividend is expected to reach sixty-six per cent. The daily output of raw oil had reached twelve thousand barrels, which exceeded the capacity of the refinery. Further borings were stopped for a while. But on the conclusion of a contract for supplying raw oil, the Company resumed boring with the result of finding promising signs of oil. It is even alleged that one well has been bored which yields eight hundred barrels a day.

THE Peking correspondent of the *Singapore Daily Press* stated in his last letter H. E. Shang Tsai will visit Peking, but not until the summer. He will first of all proceed to Nanking, where he will consult with Chang Chih Tung on matters pertaining to the railways, presumably the question of securing foreign capital. We understand (says the *Press*) Shang is not adverse to engaging foreign capital at reasonable rates, but there is too great a desire on the part of foreign capitalists who have approached him on the subject, to make something more than honest interest, a desire to get possession of many things in the way of railways, etc., etc. There is no doubt Shang, if he can provide reasonable security, can secure as much foreign capital as he desires on equitable terms, and if foreigners are permitted to take an interest in the railways that in itself will induce many active capitalists to invest who at present hold aloof. But Shang is too smart to be unnecessarily pliant.

As with the opening in June next of the new Treaty ports on the West River in Kuangtung and Kuangsi provinces, there may be some difficulty in fixing the names of these ports, pronounced at one time in Mandarin and another in the colloquial dialect of Canton, and the following for the benefit of our readers. The principal Treaty port, of course, is Wuchow in Kuangsi province (col. Ngon-chow 梧州) and what are designated "ports of call" are Chienchen (col. Kung-mun 江門), Kanchoi (col. Kanchow 甘竹), and Taching (col. Taching 達志). The four ports last named are south-west of the large city of Shanghai (col. Shanghai 上海). The Meeting of Three Rivers, in Kuangtung province, which city, in course of time, will doubtless be very benefited by the trade passing by its very doors, the inhabitants will very likely petition for Shanghai to be made a Treaty port.

## REUTERS TELEGRAMS.

(SUPPLIED TO THE "CHINA MAIL.")

LONDON, April 4.

THE UNIVERSITY BOAT RACE. Oxford won by two lengths, after leading all the way.

THE UNIVERSITY SPORTS. Oxford won five and Cambridge four events.

HOCKEY. Scotland beat England by two goals to one.

THE CRETE QUESTION. Russia sends a battery of Artillery to Crete.

The Embassies at Constantinople have agreed upon the principles of the autonomy of Crete and have wired the same to their respective Governments.

IMPORTANT IMPERIAL EDICT. Shanghai, April 2.

News of importance to the various manufacturing industries springing up in Shanghai was yesterday received in Shanghai. It was stated that an Imperial edict had been issued decreeing that the products of the mills are to pay the ordinary import duty, free from any further inland transport, as in the case of similar imported goods.—*N.O. Daily News*.

WEATHER NOTICE.

The following notice is issued from the Observatory:—

On the 6th at 11.15 a. The highest pressure is lying over Northern China, and a low pressure over Hongkong. Forecast:—moderate E. to S. E. winds; foggy, some rain.

SUPREMACY COURT.

(Before His Honour T. Sturges Smith, Acting Judge.)

Tuesday, April 6.

HONGKONG ELECTRIC CO. LTD. v. PAUL BOHN.

This suit was brought by the Hongkong Electric Co., Ltd., to recover the sum of \$877 for work done.

Mr. H. J. Gedge (of Messrs. Johnson, Stokes and Master's office) represented the plaintiff; Mr. F. B. Dwyer represented the defendant.

Mr. Gedge said the plaintiff carried on business as electric light installers, cable engineers, bell-makers and installers, and the defendant, Mr. Paul Bohn, was the sole proprietor of the Windsor Hotel, and carried on his business at Connaught House, Queen's Road. The suit was brought to recover a sum of \$877 for work done and details supplied, which was done by the defendant's order. The work was commenced on the 14th January, and lasted some time.

For the defence, it was stated by Mr. Bohn that he did not give orders to the Company for the work to be done and as he was under the impression that the work had been ordered by Messrs. Sassoon, the agents for Connaught House, he did not trouble himself about it. A letter was also put in relating to the removal of the house of the Windsor Hotel, in which it was stated that Messrs. Sassoon engaged to do the necessary repairs to the hotel and external.

His Lordship reserved judgment.

ROYAL HONGKONG YACHT CLUB.

The eleventh Club race was sailed on Sunday last in a strong northerly breeze, and one of the finest struggles of the season was witnessed between the two hard weather craft *Maid Marian* and *Chanticleer*. The course was as follows:—From Police Pier, Kowloon, leave No. 1 Dock buoy to starboard, round the mark boat of Sowkwan, No. 1 Dock buoy, round the mark boat of Sowkwan, all to starboard, and in 14 miles. The following boats started in the first class:—

*Maid Marian* (Mr. J. Hastings).  
*Chanticleer* (Mr. C. A. F. Smith).  
*Erica* (Mr. Denison).  
*Phoebe* (Mr. F. H. May).  
*Meteor* (Mr. T. W. Lamont).

The *Erica*, going well, soon forged ahead and led round the Dock buoy, followed by *Maid Marian*, *Chanticleer*, *Phoebe*, and *Meteor*. Off Hingman Point *Maid Marian* closed upon *Erica*. *Chanticleer* took a long lead off Quarry Bay. *Maid Marian* pulled away from *Erica*, and after passing Shaukiwan Mark and No. 1 Dock buoy for the second time a magnificent race home took place between *Maid Marian* and *Chanticleer*, the race finishing:—

*Maid Marian* ... 1 54 41.  
*Chanticleer* ... 1 55 3.  
*Erica* ... 1 59 50.  
*Phoebe* ... 2 1 2.  
*Meteor* ... 2 1 2.

In the second class the *Phoebe* scored an easy win. Well sailed by Major Lindley, she went in very good form indeed. The times of finishing were:—

*Phoebe* ... 2 21 43.  
*Erica* ... 2 23 25.  
*Chanticleer* ... 2 26 38.  
*Maid Marian* is now leading by 2 points. Next Sunday's race is the last of the series.

NEW PIANO AND ORGAN REPAIRING MATERIAL AND MACHINERY just to hand; also the latest Music. W. Robinson & Co.

The Wenhin (Shanghai) correspondent of the *N.O. Daily News* writes on the 20th March: "An epidemic of diphtheria is now among the Chinese in this region. No one is foreigners exempt. At least a dozen cases have developed in the several mission stations here and west, and two deaths have occurred among the foreign children. In spite of precautions the disease continues to spread. Certain native doctors are gaining quite a reputation for their ability to cure the disease, or at least tide their patients over till the disease runs its course."

A CHINESE syndicate under the leadership of Mr. Chu has purchased a piece of land measuring over seventy acres at Pootung, opposite the Ta Shun Cotton Spinning and Weaving Mills at Taungtepo, for the purpose of building made into a shipbuilding and dock yard. All the machinery and plant have been already ordered from Europe. Work on the ground will commence on the 6th instant, under contract which must be completed by October next, so that the whole establishment shall be able to take the market for repairing and building ships with the commencement of the winter months.—*N.O. Daily News*.

A PARTY of trippers from Oldham, visiting Shanghai on a windy day, were anxious to hire a boat. The boatman, however, indicated that they could not have one, because there was a swell on the water. "Swells" being a word used by the trippers, and the boatman as a joke.

## THE JUBILEE CELEBRATIONS.

MEETING OF COMMITTEE.

The Committee appointed to make arrangements for the celebration in Hongkong of the completion of the sixtieth year of Her Majesty's reign met yesterday afternoon, in the Council Chamber, to consider the suggestions which had been invited from the public.

After the minutes of the last meeting had been read and confirmed, the Committee proceeded to consider the suggestions which had been received by the Hon. J. H. Stewart Lockhart, Hon. Secretary, and which have already been published in the press.

Mr. J. J. Francis moved that the proposals should be submitted to the Committee for consideration or rejection, and that a sub-committee be appointed to consider and report on those deemed worthy of further examination.

Hon. F. H. May seconded.

The motion was carried.

As a result of the consideration of the committee, the following proposals were submitted for further consideration:—An oil painting of Her Majesty the Queen to be hung in the City Hall; the erection of a Women's and Children's Hospital in connection with the Civil Hospital; the completion of the Statue of Her Majesty the Queen; the endowment of a College of Medicine for Chinese; Hospital for Women and Nurses' Training Institute; and a Road round the Island or round the south part of it.

On the motion of the Hon. J. H. Stewart Lockhart, seconded by the Hon. E. R. Bellish, the following sub-committees were appointed to consider and report on the six schemes mentioned above:—Hons. F. A. Cooper and C. P. Chater, Messrs. T. Jackson, R. M. Gray, H. Smith, and Ho Tung, with the Hon. Secretary as *ex officio*.

The sub-committee appointed to draw up a programme for the general celebrations submitted their report. It was to the effect that on Sunday, 20th June, the date fixed for the day of thanksgiving, the Committee should meet in the Council Chamber, before the morning service, and proceed in a body to St. John's Cathedral Church.

A suggestion by Mr. Francis, that the Hon. Secretary should communicate with the other religious bodies in the Colony, inviting them also to make arrangements for holding a thanksgiving service in their respective churches, was unanimously approved by the Committee.

It was further resolved that Tuesday and Wednesday, 22nd and 23rd June, should be made public holidays, and that on Tuesday, the 22nd, arrangements should be made for the presentation of the Address to the Queen in the forenoon at Government House, in the afternoon for a review of the military and naval forces at the Happy Valley, and in the evening for a display of fireworks at convenient spots to be carefully selected. On Wednesday, 23rd, arrangements are to be made for a gymnastic and athletic sports at the Happy Valley in the afternoon—a programme to be drawn up to attract all classes of the community. It is found practically, and agreeable to the wishes of the Chinese, a dragon boat festival is to be promoted, and the Government are to be requested to allow Chinese theatres to remain open day and night on the two holidays.

The sub-committee appointed to frame an address to Her Majesty the Queen brought up their report. Mr. Francis read the address which had been drafted. It was resolved that the address should be framed, in such terms that all residents, British subjects and others, should be able to sign it, and that the draft address should be circulated amongst the members of the Committee for any alterations or suggestions that any member might wish to make with regard to it.

The arrangements are to be pushed forward as rapidly as possible, and the sub-committee appointed to consider the scheme for a permanent memorial are expected to take up the consideration of that matter immediately.

It has now been practically decided that the Colony shall be represented by a detachment from the Police force of *Indians* and Indian constables and the European constables at home on leave, while the members of the Volunteer Corps at home, resident or on leave, are to be requested to take part in the celebration. We have the proposal to send representatives from the Hongkong Regiment and the Chinese Submarine Miners has been abandoned.

"It is reported," says the *Eastern World*, "with what truth we are unable to decide, that there is over seven million yen's worth of merchandise at present in Yokohama awaiting delivery to Japanese purchasers who are unable to take the goods up." Something of the same sort, on a smaller scale, however, is true of Kobe, where godowns are said to be choked full of goods. There will be some handsome profits reaped when the new tariff comes into operation.—*Kobe Chronicle*.

CAPTAIN T. E. COCKER, the Acting Deputy Harbour Master, and a very popular resident of Shanghai, was, on the 31st March, entertained by brother Masons at a farewell dinner at the Masonic Club, on the occasion of his leaving Shanghai for Canton, to which port he has been transferred in connection with the opening of the West River. Mr. O. Middleton presided, and a very pleasant evening was spent, the occasion being doubly interesting through its coincidence with the fifteenth anniversary of the Club.—*N.O. Daily News*. (Captain Cocker arrived in Hongkong by the *Suzhou*, and proceeds at once to Canton.—*Ed. S.M.*)

## THE QUEEN'S JUBILEE AND CABBAGE GARDENS.

Sure, all were glad I was, I plainly see it now, Black Plague was due to show, Not of the sweetest: Germs were in water laid Which, if broke lacked a lid, All our stinks outlaid, For 'twas complete.

Grown in a garden old, Soaked with this liquid gold, Then in a market sold, Germs-golden treasure Cabbage, thou hast been the cause, Sole root of all our woes, E'en now thy harter knows No stint or measure.

Up, friends! O' cease from dreaming; Bath, roads, but idle seeming, We need but gardens, Mark we this Jubilee As it should marked be With cabbage plots to be Of health the wardens.

GOLF. FINAL FOR THE CAPTAIN'S CUP. The final competition of the Hongkong Golf Club for the ownership of the Captain's Cup presented in 1896 by Captain R. Murray Ramsey, R.N., has been in progress during the past fortnight and was concluded on the 4th instant, the final being won by Mr. Stewart, who rather contrary to expectation, somewhat easily defeated his opponent, who was certainly out of his usual form, by 6 up and 5 to play.

Result of the competition:—1st Round.—Mr. Badley (12) beat Mr. Hume (3) by 7 up and 5 to play; remainder by 6 up and 5 to play.

2nd Round.—Mr. Badley (12) beat Mr. G. Stewart (3) by 1 hole. Mr. May (6) beat Mr. Dalrymple (8) by 4 up and 2 to play. Mr. Robertson (15) beat Mr. Tomes (11) by 7 up and 6 to play. Mr. Stewart (15) beat Mr. G. R. Vallings (8) by 7 up and 5 to play.

3rd Round.—Mr. Badley (12) beat Mr. May (6) by 1 hole. Mr. Stewart (15) beat Mr. Robertson (15) by 1 hole.

Final Round.—Mr. Stewart (15) beat Mr. Badley (12) by 6 up and 5 to play.

WHEELBARROW COOLIE STRIKE AT SHANGHAI.

THE wheelbarrow coolies have manifested their disapproval of the increase of the wheelbarrow tax in a practical way. Last evening they behaved in most riotous fashion on the Fokien Road Bridge, attacking the rich coolies carrying parcels refused by barrow men, overturning their vehicles and pitching their contents into the road and maltreating the coolies. Some half a dozen of them were arrested last night by the Local Police and brought up for the morning.

This afternoon about 500 wheelbarrow men crossed over the Yang-king-pang and assembled in a body opposite the Shanghai Club, where, surrounded by the road, they at once blocked all traffic, pedestrian and vehicular. This state of things did not last long as Constable Laurison (a Scandinavian), who was on duty, at once ordered the men to disperse. They were not inclined to do so, and accordingly the constable, with a handful of one or two of the most rowdy and bold of them, using his baton as a persuader. Immediately he was set upon and knocked down by the mob, which by this time was reinforced by a great number of coolies and other men, and the constable was soon overpowered and the crowd of 'Tui Tai' rose above his cries for assistance. Bamboos and ropes were used with unmerciful energy and the coolies became very serious for the policeman. All this was the work of an instant. About 20 or 30 members of the Shanghai Club sallied out, armed with no other weapons than those of Nature's providing, and started to kick and hammer the crowd and to rescue the policeman's helmet was stolen, and his baton was broken. The coolies were very roughly handled, and but for the timely assistance from the Club, his injuries might have terminated fatally.

Before the mob set upon him the constable telephoned to the Central Police Station for assistance, as the mob was too numerous to be dealt with by the constable. At once a detachment of 100 men arrived when the fight was over, and Chief Inspector Howard and Inspector Matheson came up with a strong body of native police, but their services were not then required, for the men had all cleared off.

Great praise is due to Laurison for the way he endeavored to carry out his duty against overwhelming odds and to nip in the bud what looked at one time very much like a serious rioting.

It appears that the men sent to the Tactai this morning are to be sent to the action of the Council in increasing the tax on wheelbarrows, but they apparently received no satisfaction from that official. They wandered about the French Settlement in gangs, grumbling and gawling, but otherwise doing no harm. But this morning they attacked some coolies who were carrying cargo and took their poles from them and knocked them about, and this was really the cause of the disturbance on the Bund.

To-day there was not a licensed wheelbarrow to be seen in the Settlement, yet over 4,000 are licensed, for which the men pay \$2 a month to hire.—*Mercury*.

PATENT MUSIC BOXES, Violins (fine models), Mandolines, and Strings of all kinds. W. Robinson & Co.

The *Japan Times* says:—Having found, since the Japanese war, that the forces in the Far East were not inadequate that he had to get help from France and Germany, Russia has since been cleverly and steadily strengthening her forces, with surprising celerity considering the distance. Troops have been gradually transferred from one theatre to the other, and the Russian frontier; large bodies of soldiers in Western Siberia have been moved eastward partly by road and partly by river, from a distance of 7,000 versts—twice as far as from St. Petersburg to Lisbon. At present, according to the *Japan Times*, there is an army over 80,000 strong in Eastern Siberia, supported by a strong fleet. Not only in the East, but also on the frontiers of Persia, Afghanistan, Asia Minor, and Turkestan is Russia increasing her fighting strength; a new Asiatic army on the European model is to be formed (according to recent notifications) using the present garrison in Russian Turkestan as a nucleus. This army is to go to the front if needed, leaving the rearward militia to take care of the country.

## THE FOREIGN TRADE OF CHINA IN 1896.

The following extracts are taken from the Imperial Chinese Customs Report for 1896:—

IMPORTS. Compared with the figures of 1895, the net values of imports for the year show an increase of over 30 million taels, to which sum Manufactured Cottons contributed £1,150,000, India and Japanese Yarn, £1,100,000; the balance being made up by Woolens, Metals, Kerosene oil, and the long list of commodities classed under the heading of 'Sundries.'

Inspection of the list of imports shows a further decline in the importation of Opium of 2,655 piculs, which is attributed not only to the disappearance in the Returns of the requirements in Formosa, but to decreased demand throughout China, as exemplified in the table giving the particulars of net consumption at each port. Business in Opium is reported to have been most unsatisfactory, especially at the close of the year, owing to the Indian famine causing stringency of the money market, coupled with the sudden fall in the rupee rate of exchange, which dropped from 24½ to 22½ per 100 Shanghai taels in 1896.

Malwa Opium there was a reduction of 3,600 piculs which competent authorities ascribed to Native drugs taking the place of Indian products, the demand for the latter, in the Indian market, having been reduced by 11,800 piculs within the decade, the importation in 1897 being 34,800 piculs, as compared with 24,000 piculs in 1886.

Bengal Opium declining during the same period by only 3,700 piculs. In 1896 over 2,000 piculs more of Yarn were consumed than in the previous year, yet the trade has been equally disappointing to both importers and Native dealers, as quotations, which at the early part of the year touched Taels 600, gradually dwindled to under Taels 600 a chest. The exchange rate, however, the last quarter of the year, contrary to anticipation, did not help prices to recover, but had the reverse effect, for, owing to the drop in the Indian rate of about 300 rupees a chest, caused by the tightness of money, the rupee was considerably devalued. Regarded from a statistical and fiscal aspect the trade in textiles was exceptionally good, but to the dealers business was not remunerative, and during the last half-year large indents arrived on an irremissible and overburdened market, which accounts for the exceptionally large stocks of Cotton Piece Goods, the total accumulation at this port, according to the returns of the Chamber of Commerce, amounting at the end of the year to over 4,000,000 pieces, against 2,800,000 pieces in 1895, a surplus of over 1,200,000 pieces.

In such staple Cottons as Grey and White Shirtings, though the year's figures are high, they have often been exceeded when sterling exchange was more favourable to importers; but in American Drills, Sheetings, and Cotton Flannels, and Towels the importations are remarkable and have never before been equalled. Unfortunately for importers, the strong demand at the beginning of the year was not maintained, and prices gradually cooled, owing to the stringency of the money market, when interest stood at nearly 20 per cent. The ports were decidedly overstocked, consequent upon the large profits of the early part of the year and unrelieved anticipation of a further fall in the rate of exchange. The unusual heavy consignments of American Drills, Sheetings, and Cotton Flannels, explained by the very low prices at which the American mills were obliged to sell during the summer months, and consequent at the home end, as well as in Shanghai, where a large importation of English Sheetings it seems that stocks at the end of 1896 were light, while too much was expected from the reopening of the New Zealand market for the latter, even at the low rate of the year.

The business in Fancy Cottons continues to expand, but is likewise overdone; and in Towels and Handkerchiefs there appears to have been a great local development, inasmuch as the 1,150,000 dozens of Handkerchiefs, valued at 1,150,000 taels, and a million dozens are credited to Shanghai. India Yarn, which in 1895 aggregated 528,000 piculs, reached the enormous quantity of 1,461,000 piculs, being 400,000 piculs more than in 1895, the Japanese spinning mills, which in 1895 aggregated 10,000 piculs to over 100,000 piculs—facts which certainly argue well for the success of the mills in China (to which reference was made in last Report) now turning Chinese Cotton into Yarn. The trade in Woolens remains unaltered, inasmuch as the Returns of the year show a demand for 10,000 piculs, as compared with 9,000 piculs in 1895.

There was a better inquiry for nearly all kinds of Metals, especially Nail-rod Iron, Mild Steel, and Old Iron, the importation of which doubles the figures of 1895. The demand in Europe for Raw Cotton, Cigars and Cigarettes, Cloaks and Watches, Dyes Flour (of which a third goes to Canton), Glass, Mirrors, Needles, Kerosene Oil, and Soap, while in articles of Asiatic origin in which there has been a marked decrease, the most notable being in Raw Cotton, Ginseng, Matches (Japanese), Sandalwood, and Sugar.

EXPORTS.

The shipments from China in 1896, as compared with those in 1895, show a decline of 10 million taels, and the estimated duty paid thereon a reduction of HK \$70,000, the deficit being accounted for by the loss of the trade of the cooled island of Formosa and marked decrease of exports of staples, such as Tea, Silk, and Cotton. Enhanced prices and local demand checked shipments of Raw Cotton to Japan, which fell from 636,000 piculs in 1895 to 418,000 piculs during the year under notice. Of Yellow and White Silk the export reached by 22,625 piculs, representing a value of over HK \$2,000,000; Cocoon dropped from 24,000 to 22,845 piculs, a 5,215 piculs, equal in value to HK \$24,000, followed by Silk Piece Goods, which exhibited a diminution of 2,241 piculs, representing a value of HK \$1,777,000. The striking decrease of 214,000 piculs in the export of Black Tea is accounted for by the disappearance in the Returns of the Formosan shipments, added to the diminished production throughout China both in Black and Green Tea, the latter also having declined by 27,200 piculs. In Black and White Tea, mostly for the Asiatic market, there was an expansion of 85,500 piculs and 420 piculs respectively, and trade in this division is said to have been exceedingly remunerative, whereas in the case of Black Tea competition with British grown Tea in the English market renders profits very meagre, and in the Green Tea trade with the United States but small margins on the right side were possible. That the revaluation of the Chinese Tea trade is not regarded as hopeless is evidenced by the formation of a *Tea Growers' Improvement Company*, for the

preparation of Tea after the Indian and Ceylon methods, to which reference is made in the Report on Trade from Fochow. Nor is it improbable that in time this new industry will command itself to the tea growers, just as steam silk riveters, since the withdrawal of the restriction on the importation and use of machinery, are now being so rapidly and widely established at all the silk exporting ports or in or near the producing districts that already in some cases they fall to prove financial successes. The market for China Tea in the United Kingdom may never be recovered, but it is possible that an Asiatic demand may slowly develop for the finer Teas of this country, and that India, the destroyer of China's Black Tea trade, may finally aid in its revival, if the shipments—which were greatly curtailed during the year owing to the plague and famine—continue to increase as they have within the last decade, as exhibited by the subjoined statistics of export Tea—principally Green—to India during 1887-96:—

Piculs..... 1887. 1892. 1893.  
Pounds..... 15,800 33,700 43,200  
Pounds..... 2,106,800 4,403,300 5,760,000

Piculs..... 1894. 1895. 1896.  
Pounds..... 36,400 32,500 46,700  
Pounds..... 4,720,000 4,333,300 6,226,600

The demand from other countries during the same period is also shown in the following table:—

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## Notices to Consignees.

**'SHIRE' LINE OF STEAMERS.**  
NOTICE TO CONSIGNEES.  
FROM MIDDLESBRO, LONDON AND SINGAPORE.

THE S.S. *Merionethshire*, Capt. D. DAVIES, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Undersigned and to take immediate delivery of their Goods from a consignor.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, To-morrow, the 3rd Instant.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th Inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th Instant, at 2.30 p.m.

No Fire Insurance has been effected.

SHEWAN, TOMES & Co., Agents.  
Hongkong, April 2, 1897. 684

**NOTICE TO CONSIGNEES.**  
THE PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER *MIKAZOPORE*.

FROM DOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:—  
From LONDON, ex *S. A. Rona* and *Austral*, *Peru*, *Persian Gulf*, ex *S. A. Rona* and *Pachamira*.

Optional Goods will be landed here unless instructions are given to the contrary before 10 a.m., on 4th Instant.

Goods not cleared by the 9th Instant, at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All Damaged Packages must be left in the Godowns with a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE, Superintendent.  
Hongkong, April 3, 1897. 696

**'RICKMERS' REGULAR LINE OF STEAMERS.**  
NOTICE TO CONSIGNEES.

FROM ANTWERP, HAMBURG, PENANG AND SINGAPORE.

THE Company's S.S. *Elton Rickmers*, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon on the 7th April, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Thursday, the 8th April.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 8th April will be subject to rent.

Optional Cargo will be forwarded unless notice to the contrary be given before 8 p.m. To-day.

Bills of Lading will be countersigned by ARNOLD, KARBURG & Co., Agents.  
Hongkong, March 31, 1897. 664

**Intimations.**  
SERRAVALLO'S Ferruginous Quinine, THE GREAT AUSTRIAN TONIC OF PERUVIAN BARK AND IRON.

OVER 300 MEDICAL CERTIFICATES Notifying its great strength-giving properties and at the same time being of an EXQUISITE TASTE.

Sole Agents for Hongkong:—  
A. S. Watson & Co., Hongkong.  
Hongkong, August 22, 1895. 1702

**Intimations.**  
SERRAVALLO'S Ferruginous Quinine, THE GREAT AUSTRIAN TONIC OF PERUVIAN BARK AND IRON.

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## Shipping.

## Steamers.

**CHINA NAVIGATION COMPANY, LIMITED.**

**FOR MANILA VIA AMOY.**  
The Co.'s Steamship *Bungking*, Captain Dobb, will be despatched as above at 4 p.m., on WEDNESDAY, the 7th Instant.  
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.  
Hongkong, April 5, 1897. 700

**MOGUL LINE OF STEAMERS.**  
FOR SHANGHAI, KOBE AND YOKOHAMA.

The Co.'s Steamship *Pathan*, Captain Day, will be despatched as above on or about WEDNESDAY, the 7th April.  
For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.  
Hongkong, March 31, 1897. 659

**INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.**

**FOR KOBE.**  
The Co.'s Steamship *Orang*, Captain Day, will be despatched as above on WEDNESDAY, the 7th Instant, at 4 p.m., instead of as previously advertised.  
For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.  
Hongkong, April 8, 1897. 610

**'SHIRE' LINE OF STEAMERS.**  
FOR NAGASAKI, KOBE AND YOKOHAMA.

The Steamship *Merionethshire*, Captain DAVIES, will be despatched for the above Ports on THURSDAY, the 8th Instant, at Daylight.  
For Freight or Passage, apply to SHEWAN, TOMES & Co., Agents.  
Hongkong, April 3, 1897. 649

**CHINA NAVIGATION COMPANY, LIMITED.**

**FOR CEBU.**  
The Co.'s Steamship *Taitan*, Captain DAVIES, will be despatched as above on THURSDAY, the 8th Instant.  
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.  
Hongkong, April 5, 1897. 600

**FOR NAGASAKI & WLADIVOSTOK.**  
The German Steamship *Jacob Diederichsen*, Captain SCHLAITKE, will be ready to load here on or about FRIDAY, the 9th April, for the above Ports and will have quick despatch.

For Freight, apply to MELOHRS & Co., Agents.  
Hongkong, March 17, 1897. 651

**FOR NEW YORK VIA SUEZ CANAL.**  
The British Steamship *Breconshire*, Captain PERLES, will be despatched for the above Port on or about the 10th April.

For Freight, apply to SHEWAN, TOMES & Co., Agents.  
Hongkong, March 30, 1897. 457

**THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.**

**FOR LONDON AND LIVERPOOL, VIA STRAITS AND USUAL PORTS OF CALL.**  
(Taking Cargo at through rates for GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)

The Co.'s Steamship *Ololey*, Captain R. CORRAD, will be despatched as above on the 12th Instant, instead of as previously notified.  
For Freight, etc., apply to HOLLIDAY, WISE & Co., Agents.  
Hongkong, April 3, 1897. 604

**CHINA NAVIGATION COMPANY, LIMITED.**

**FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY & MELBOURNE.**  
The Co.'s Steamship *Enniskillen*, Captain G. KANGAY, will be despatched on THURSDAY, the 15th Instant, at 3 p.m.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First-class Saloon is situated forward of the Engine. A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage. A duly-qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.  
Hongkong, April 2, 1897. 685

**FOR SAN FRANCISCO.**  
The 100 A.T. British ship *Falls of Dee*, Captain J. JONES, will be despatched for the above Port and will have quick despatch.

For Freight, apply to SHEWAN, TOMES & Co., Agents.  
Hongkong, February 6, 1897. 643

## Shipping.

## Steamers.

**NORDDEUTSCHER LOYD.**

**NOTICE.**  
STEAM TO YOKOHAMA, KOBE AND NAGASAKI.  
(Passing through the INLAND SEA).  
The Co.'s Steamship *Hohenzollern*, Captain H. BLOCHER, will leave for the above Ports on or about THURSDAY, the 8th Instant.  
For further Particulars, apply to MELOHRS & Co., Agents.  
Hongkong, April 3, 1897. 694

**NORDDEUTSCHER LOYD.**

**NOTICE.**  
STEAM TO SHANGHAI.  
The Co.'s Steamship *Bayern*, Captain R. HARTZ, will leave for the above Port on the 1st May, for LONDON direct.  
Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.  
For further Particulars, apply to H. A. RITCHIE, Superintendent.  
P. & O. S. N. Co.'s Office,  
Hongkong, March 25, 1897. 614

**CHINA NAVIGATION COMPANY, LIMITED.**

**FOR TIENTSIN.**  
The Co.'s Steamship *Nanchang*, Captain FINLAYSON, will be despatched as above on THURSDAY, the 8th Instant.  
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.  
Hongkong, April 5, 1897. 699

**NIPPON YUSEN KAISHA.**  
JAPAN-BOMBAY LINE.

**MONTHLY SERVICE.**  
(Under Mail Contract.)  
FOR KOBE AND YOKOHAMA.  
The Co.'s Steamship *Mitsui Maru*, Captain P. H. GOING, will be despatched for the above Ports on SATURDAY, the 10th Instant, at Noon.

For Freight or Passage, apply to NIPPON YUSEN KAISHA, Agents.  
Hongkong, April 3, 1897. 692

**NIPPON YUSEN KAISHA.**  
HONGKONG-VLADIVOSTOK LINE.

**MONTHLY SERVICE.**  
FOR VLADIVOSTOK, VIA SHANGHAI, CHEFOO, CHEMULPO, NAGASAKI, FUSAN AND GENSAN.  
The Co.'s Steamship *Sakata Maru*, Captain WAKAGI, have been substituted for the *Tokai Maru* advertised previously to sail on the 9th Inst., will be despatched as above on TUESDAY, the 13th April, at 4 p.m.

For Freight or Passage, apply to NIPPON YUSEN KAISHA, Agents.  
Hongkong, April 5, 1897. 701

**NIPPON YUSEN KAISHA.**  
JAPAN-BOMBAY LINE.

**MONTHLY SERVICE.**  
(Under Mail Contract.)  
FOR SINGAPORE, COLOMBO AND BOMBAY.  
(Calling at TUTTUCORIN on the Homeward Voyage).

The Co.'s Steamship *Tokai Maru*, Captain J. JONES, will be despatched as above on THURSDAY, the 15th Instant, at 4 p.m.

For Freight or Passage, apply to NIPPON YUSEN KAISHA, Agents.  
Hongkong, April 3, 1897. 691

**NIPPON YUSEN KAISHA.**  
JAPAN-AUSTRALIAN LINE.

**MONTHLY SERVICE.**  
(Under Mail Contract.)  
FOR THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY AND MELBOURNE.  
The Co.'s Steamship *Yamashiro Maru*, Captain J. JONES, will be despatched for the above Ports on FRIDAY, the 23rd Instant, at 4 p.m.

This Steamer is fitted with Superior Passenger Accommodation and is lighted by Electricity throughout.  
A duly-qualified Doctor and a European Stewardess are carried.  
For Freight or Passage, apply to NIPPON YUSEN KAISHA, Agents.  
Hongkong, April 3, 1897. 693

**Not Responsible for Debts.**  
Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—  
Coloma, American barque, Captain C. M. NOYON, Captain.  
Kunze, British ship, Captain J. W. KUNZE, Captain.  
Falls of Dee, British 4-masted ship, Captain J. H. LOCK, Standard Oil Co.  
Toscanelli, British 4-masted barque, Capt. J. Buchanan, Standard Oil Co.

## Mails.

## Mails.

**STRAITS, OCEYON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.**

Through Bills of Lading issued for BATAVIA, PERMAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE S.S. *ROSETTA*, Captain F. N. TILLAND, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on THURSDAY, the 8th April, at Noon, taking Passengers and Cargo for the above Ports.

(This Steamer connects at Bombay with the Steamship *OCEANA*, leaving that Port on the 1st May, for LONDON direct.)  
Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.  
For further Particulars, apply to H. A. RITCHIE, Superintendent.  
P. & O. S. N. Co.'s Office,  
Hongkong, March 25, 1897. 614

**NORTHERN PACIFIC STEAMSHIP AND RAILWAY COMPANIES.**

**VIA INLAND SEA OF JAPAN.**  
THE attention of Passengers is directed to the very cheap rates offered by this Line to the Pacific Coast and to the Interior and Eastern Cities of the United States and Canada and to Europe.  
HONGKONG TO LONDON, \$400.  
Excellent accommodation. First class Table, Doctor and Stewardess carried.  
HONGKONG TO NEW YORK, \$650.  
The Railroad travelling is second to none on the American Continent. Magnificent scenery of the Rocky Mountains, the Yellowstone National Park, etc.  
Passengers to Europe may proceed by one of the first class ATLANTIC MAIL Lines.

**HONGKONG TO TACOMA, \$225.**  
Rates of Passage to other Ports on application.  
Special rates allowed to members of Government Services.  
PROPOSED SAILINGS FROM HONGKONG.  
(SUBJECT TO ALTERATION.)

*Olympia*... 2,908 Tuesday... April 13.  
*Pathan*... 2,709 Tuesday... May 4.  
*Tacoma*... 2,549 Tuesday... May 25.  
*Victoria*... 3,167 Tuesday... June 15.  
*Olympia*... 2,608 Tuesday... July 6.  
S. S. ... Tuesday... July 27.

THE Steamship *OLYMPIA*, Captain THRENDLER, sailing at Noon, on TUESDAY, the 13th April, will proceed to VICTORIA (B.O.) and TACOMA (Wash.), via KOBE, and YOKOHAMA.  
Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports must be in quadruplicate, and one copy must be sent forward by the steamer to the care of The Freight Agent, Northern Pacific Railroad, Tacoma, Wash.  
Parcels must be sent to our Office (with address marked in full) by 8 p.m., on the day previous to sailing.  
For further information as to Passage or Freight, apply to DODWELL, CARLILL & Co., General Agents.  
Hongkong, April 2, 1897. 696

**NOTICE.**  
COMPAGNIE DES MESSAGERIES MARITIMES.

**PAQUEBOTS POSTE FRANCAIS.**  
STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, DIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, BAVRE AND BORDEAUX.

ALSO PORTS OF BRAZIL & RIVER PLATE.

ON WEDNESDAY, the 14th Instant, at Noon the Company's Steamer *ERNEST SIMONS*, Capt. DE MAYNEUX, with MAILS, PASSENGERS, FREIGHT, and CARGO, will leave this Port for MARSEILLES via Ports of Call, without Transhipment.

Cargo and Special will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.  
Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m., Freight and Parcels until 8 p.m. on the 13th Instant. (Parcels are not to be sent on board; they must be left at the Agency's Office.)  
Contents and value of Packages are required.  
For further particulars, apply at the Agency's Office.  
G. DE CHAMPEAUX, Agent.  
Hongkong, April 2, 1897. 698

**U. S. Mail Line.**  
PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

## Mails.

## Mails.

**U. S. Mail Line.**  
PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.  
*China* (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)... TUESDAY, April 13, at noon.  
*Peru* (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)... SATURDAY, May 1, at noon.  
*City of Rio de Janeiro* (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)... THURSDAY, May 30, at noon.

THE U.S. Mail Steamship *CHINA* will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 13th April, at Noon, taking Passengers and Freight for Japan the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to Europe, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.  
Special rates (first class only) are granted to Missionaries, members of the Navy, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for trans-shipment to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcels Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.  
Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco, and to the Agency of the Company, No. 7, Praya Central.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.  
J. S. VAN BUREN, Agent.  
Hongkong, March 24, 1897. 699

**Occidental & Oriental Steamship Company.**

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.  
*Belgia* (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)... THURSDAY, April 23, at noon.  
*Coptic* (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)... TUESDAY, May 11, at noon.  
*Gaelic* (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)... SATURDAY, May 29, at noon.

THE Steamship *BELOIA* will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 22nd April, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained on application.

Special rates (first class only) are granted to Missionaries, members of the Navy, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

## Mails.

## Mails.

**CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.**

1897. 1897.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, (Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)  
SAFETY—SPEED—PUNCTUALITY.  
Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.  
*Empress of China*... Capt. R. ASCHENBURN, R.N.R., Wednesday, 7th April/97.  
*Empress of India*... Capt. G. P. MARSHALL, R.N.R., Wednesday, 18th April/97.  
*Empress of Japan*... Capt. H. PERRY, R.N.R., Wednesday, 30th May/97.

THE magnificent Steamship of this Line passes through the famous INLAND SEA OF JAPAN, and makes connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connections are made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.  
SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TOUR TICKETS Hongkong to Vancouver, Vancouver to Sydney, Sydney to Melbourne, and Sydney to Hongkong via Brisbane and Torres Straits. Good for 9 months \$100.  
The attractive features of this Company's route, embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.  
For further information, Maps, Guide Books, Rates of Passage, etc., apply to D. E. BROWN, General Agent, FIDDER STREET, 646 Hongkong, March 17, 1897.

**C. P. R. SUMMER TRIPS.**  
SPECIAL ROUND TRIP RATES TO JAPAN, VANCOUVER, AND BANFF.

Commencing 1st May, and continuing through the Summer, Return Tickets can be purchased to Banff, including Excursion to Glacier House and Meads on the Railway, journey from Vancouver at the equivalent of \$20. The Ports of Call are SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA, B.C., and VANCOUVER, and permission is granted to STOP-OVER at any Port and continue by a subsequent Steamer. Every facility is offered for breaking the journey at any intermediate place in British Columbia to make excursions into the Rocky Mountains.

BANFF. This popular resort, charmingly situated amongst the Peaks and Glaciers of the Rocky Mountains, in the Canadian National Park, is justly celebrated for its natural Hot Sulphur and Mineral Springs, magnificent scenery, and fine fishing, providing its guests with all modern comforts and amusements, also a steam-launch, rowing boats and canoes for making excursions on the river and numerous lakes in the vicinity, where excellent fishing and shooting is obtainable.

**Mails.**  
NORDDEUTSCHER LOYD.

**NOTICE.**  
STEAM FOR SINGAPORE, COLOMBO, ADEN, SUER, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS.

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND CARGO.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.  
*Bayern*... Tuesday... April 27.  
*Prinz Heinrich*... Tuesday... May 25.  
*Freussen*... Tuesday... June 22.  
*Sachsen*... Tuesday... June 29.  
*Bayern*... Tuesday... August 17.  
*Prinz Heinrich*... Tuesday... Sept. 14.  
*Freussen*... Tuesday... October 12.  
*Sachsen*... Tuesday... November 9.  
*Bayern*... Tuesday... December 7.  
*Prinz Heinrich*... Tuesday... January 4.

ON TUESDAY, the 7th day of April, 1897, at 9 a.m., the Company's S.S. *BAYERN*, Captain R. HARTZ, with M







